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Section 5 Public Involvement and Agency Coordination

SECTION 5

Public Involvement and Agency Coordination

This section discusses community involvement activities and coordination with state and federal review agencies and other interest groups during the development and evaluation of alternatives and the preparation of the EIS. The study team offered numerous opportunities for citizens and state and federal review agencies to be involved in the process. In addition, study team members attended numerous meetings initiated by local officials and citizens. The public involvement process was open to all residents and population groups in the study area and did not exclude any persons because of income, race, national origin, sex, age, religion, or handicap.

5.1 Public Involvement

WisDOT's public involvement plan for the Zoo Interchange corridor seeks to incorporate public input from all stakeholders in order to ensure that the recommended alternative best serves the needs of the public. To ensure that the EIS process involves all stakeholders, including potentially affected individuals, businesses, and communities, the study team outlined the following objectives for the public involvement plan:

- Get to know all the potentially affected interests and see the project through their eyes.
- Ensure that project communication is understandable to the public.
- Listen to and understand information that is communicated by the public.

Congress passed the *Safe, Accountable, and Flexible Efficient Transportation Equity Act—A Legacy for Users* (SAFETEA-LU) in August 2005. SAFETEA-LU includes several measures that require opportunities for public involvement during the development of the purpose and need statement and the identification of the range of alternatives to be considered.

WisDOT and FHWA followed SAFETEA-LU 6002 public involvement requirements:

- WisDOT and FHWA developed Impact Assessment Methodologies for each impact category. The impact categories are socioeconomic, commercial and residential, environmental justice, indirect and cumulative effects, agricultural, air quality, noise, wetlands, water resource and floodplain, upland habitat/wildlife, threatened and endangered species, public use lands, cultural resource, hazardous materials, aesthetic, and construction. These were shared with the public at the May 2008 public information meetings and were mailed to agencies for comment.
- A coordination plan was developed and shared with the coordinating and participating agencies in May 2008 and redistributed with revisions in August 2008. The Agency Coordination Plan and the Impact Analysis Methodologies documents were shown at the May 2008 public information meetings, providing the public the opportunity to comment on these documents.

- Agency review of the project's purpose and need statement took place in summer 2008. WisDOT and FHWA provided the project's purpose and need statement (Section 1) to the participating agencies and the Corps. All agencies either concurred with the purpose and need for the project or deemed it "sufficient for subsequent development of the EIS." Based on the feedback from the agencies, WisDOT and FHWA did not convene a meeting to discuss the purpose and need statement. The public was given the opportunity to comment on the various purpose and need elements at May 2008 public information meetings.
- Agency review and comment on the range of alternatives considered took place in fall 2008. WisDOT and FHWA provided the Alternatives Considered (Section 2) to the participating agencies and the Corps in September 2008. At the October and November TAC meetings, the attendees provided input on the range of alternatives considered; discussed the alternatives dropped from consideration; and discussed the merits of the remaining alternatives. All participating agencies, except the Corps and U.S. EPA, attended these meetings. The public was given the opportunity to be involved in the development of alternatives during the May 2008 public information meetings.

5.1.1 Summary of Activities

To identify public concerns regarding the project, WisDOT organized four open house design workshops in December 2007 and January 2008. One workshop focused on the needs of the Milwaukee County Research Park, one on the Milwaukee Regional Medical Center, and two on the issues of general public. Participants' issues were noted on project maps, catalogued, and incorporated into a geographic information system (GIS) to help set priorities for the project.

To open the lines of communication, the study team implemented several vehicles for receiving feedback from the community, including the following:

- A project phone hotline
- Web page and email link
- Pre-addressed comment forms at all public meetings
- Neighborhood meetings to work with potentially affected communities
- An education outreach initiative to engage local elementary students in a project focused on the Zoo Interchange corridor
- Project Information Centers at the Medical College of Wisconsin and the State Fair
- A truck/transportation event to identify issues from the transport industry

To keep the public updated, WisDOT held two sets of public information meetings. Each set included two meetings held at different locations and times of day to allow greater flexibility for individuals to attend. At the public information meetings, attendees were encouraged to review concepts and provide feedback. WisDOT also developed a database of residents, businesses, and organizations interested in the project. Individuals and organizations in the database receive regular newsletters, factsheets, and meeting flyers. The study team also distributed postcards, maintained a Web site, exhibited at community events, and produced three-dimensional visualizations to aid the layperson in understanding the alternatives.

WisDOT met with groups and individuals that were potentially affected to provide accurate information regarding project activities and information. WisDOT organized neighborhood meetings for groups of potentially affected property owners. WisDOT also met with local officials, elected officials, faith-based groups, businesses groups, community-based organizations, schools, and anyone that requested a meeting. In addition, the study team was interviewed by local newspapers, radio stations, and television stations.

To gain greater insight and promote discussions regarding certain aspects of the project, WisDOT created five committees:

- The Strategic Advisory Committee (SAC) ensures that the project goal of implementing the purpose and need in a manner that best meets stakeholder needs is met (see page 5-22).
- The Technical Advisory Committee (TAC) engages local officials and agencies on key technical aspects of the study in order to help refine concepts (see page 5-24).
- The Community Advisory Committee (CAC) acts as a sounding board of stakeholder interests along the corridor and provides feedback on alternatives, issues, and concepts (see page 5-27).
- The Southeast Freeways Milwaukee County Urban DBE Advisory Committee improves coordination, communication, and planning of WisDOT programs and projects within the affected communities (see page 5-29).
- The Milwaukee County DBE Steering Committee involves key stakeholders, as well as a wide range of participants including residents, labor associations, and government agencies (see page 5-32).

5.1.2 Project Database

To maintain regular communication with stakeholders, WisDOT developed a database of property owners within 1 mile of the project limits. Other stakeholders, including local leaders, community-based organizations, and local and state elected officials, were also added to the database.

WisDOT uses the database to notify stakeholders of upcoming public information meetings and send regular updates through newsletters, flyers, and postcards. The database includes e-mail addresses whenever available and allows interested parties to select their preferred channel of communication: e-mail, post, or both. WisDOT collects stakeholder and interested party names and contact information on sign-in sheets at all meetings. Interested parties can request to be added to the database by contacting WisDOT staff, or through e-mail or phone.

Currently, the database contains over 15,000 property addresses, residents, businesses, organizations, local leaders, elected officials, and other interested parties.

5.1.3 Factsheets, Newsletters, and Meeting Flyers

To keep the public informed of new developments in the study, WisDOT published factsheets, newsletters, and meeting flyers. Each kind of informational material was designed to meet a specific project purpose.

The Zoo Interchange Corridor Study factsheets keep the public abreast of new developments. WisDOT staff distributed and mailed the factsheets to property owners, residents, and business owners along the corridor in September 2006 and December 2007.

The Zoo Interchange newsletters provide regular communication between WisDOT and the public. The newsletters were mailed in April and October 2008 to the entire project database. The newsletters are also posted on the project Web site.

Two meeting flyers were used to announce project information and acted as invitations to the neighborhood meetings. The flyers were distributed during the door-to-door outreach and other neighborhood outreach. Spanish versions of the flyers were also available as part of the outreach efforts. The second flyer had a tear-off questionnaire.

5.1.4 Dedicated Project Phone Hotline, E-mail Address, and Comment Forms

The study team implemented several vehicles for the public to contact WisDOT with questions and concerns, including a dedicated project phone hotline, a project-specific e-mail address, and distributing and collecting pre-addressed comment forms.

To help disseminate the project contact information, all printed material distributed to the public included the project phone number, e-mail address, and Web site. While conducting door-to-door outreach, project staff (see Section 5.1.6) distributed refrigerator magnets that included the project name, phone number, e-mail address, and Web site. The cards serve two purposes: to identify staff working on the project, and to provide contact information in case individuals have questions or concerns.

WisDOT distributes pre-addressed comment forms at all events and meetings. The comment forms allow individuals to raise concerns and provide feedback with ease. WisDOT gathers, reviews, and catalogues all comment forms, letters, and e-mails from the public. Telephone calls are also logged, summarized, and catalogued.

5.1.5 Neighborhood Meetings

In an effort to reach affected property owners, WisDOT held six neighborhood meetings within the study area. In addition to a presentation and staff on hand to answer questions, displays of project alternatives were available for the general public to review and provide comment. The six meetings held included the following:

- 95th and 97th Street Neighborhood, Wisconsin Avenue Park, August 13, 2008
- O'Connor/Dixon Street Neighborhood, Walter and Olive Stiemke Scout Service Center, 330 S. 84th Street, August 14, 2008
- South 98th Street Neighborhood, LaFollette Park Pavillion, August 20, 2008
- South 100th Street Neighborhood, Good Shepherd Evangelical Lutheran Church, 1235 S. 100th Street, August 21, 2008
- Adler Street Neighborhood, Faith United Methodist Church, 400 S. 91st Place, September 11, 2008
- Dixon/Chester Neighborhood, Cannon Park, 303 N. 95th Street, September 18, 2008

5.1.6 Door-to-Door Informational Campaigns

WisDOT project staff knocked on doors along several neighborhood streets within the study area, distributed literature and magnets with project contact information, and confirmed that residents were receiving information from WisDOT:

- Fisher Parkway: January 5, 2008
- South 100th Street: January 5, 2008
- South 108th Street: May 10, 2008
- West Adler: May 10, 2008
- North 92nd Street: May 10, 2008
- Fisher Parkway: May 10, 2008
- South 100th Street: May 10, 2008
- South 101st Street: May 10, 2008
- 79th Street: May 25, 2008
- 80th Street: May 25, 2008
- West Adler Street: May 29, 2008
- West Schlinger Avenue: May 29, 2008
- Bluemound Road: August 1, 2008
- Wisconsin Avenue: August 1, 2008
- West O'Connor Street: August 4, 2008
- West Dixon Street: August 4, 2008

The door-to-door campaign also included visits to area businesses along commercial corridors within the study area. WisDOT staff distributed literature and magnets with project contact information, ensured businesses were receiving project information, and created information centers in some cases where business patrons could view study information:

- Greenfield Avenue: January 31, 2008
- Mayfair Road: February 5, 2008
- Greenfield Avenue: February 18, 2008
- Burleigh Street: February 19, 2008
- Greenfield Avenue: February 26, 2008
- Greenfield Avenue: March 3, 2008
- South 108th Street: March 13, 2008
- South 108th Street: March 19, 2008
- South 108th Street: March 20, 2008
- Mayfair Road: March 26, 2008
- North Mayfair Road: April 3, 2008
- North Mayfair Road: April 7, 2008
- Mayfair Road: April 8, 2008
- West North Avenue: April 9, 2008
- West North Avenue: April 10, 2008
- Mayfair Road: April 15, 2008
- West Lincoln Avenue: July 17, 2008
- West Lincoln Avenue: July 23, 2008
- West Lincoln Avenue: July 24, 2008
- South 108th Street: July 25, 2008
- West National Avenue: July 28, 2008
- Greenfield Avenue: July 30, 2008
- Greenfield Avenue: July 31, 2008

In addition, the project team visited several area banking establishments in the study area on May 13, 2008. In some cases, the team left behind brochures in bank lobbies or common areas where patrons could access them.

5.1.7 December 2007 / January 2008—Design Workshops

At the onset of the project, WisDOT initiated a series of four design workshops designed to act as “listening” sessions for WisDOT to identify concerns and gather input from the public. Two sessions were by invitation and focused on issues specific to the Milwaukee County Research Park and the Regional Medical Center. Two meetings were open to the general public. Locations were selected based on their proximity to the project.

- December 17, 2007, Milwaukee County Research Park, Wauwatosa
- January 11, 2008, Regional Medical Center, Wauwatosa

- January 17, 2008, Zoofari Conference Center, 9715 W. Bluemound Road, Milwaukee
- January 23, 2008, Tommy Thompson Youth Center, 640 S. 84th Street, West Allis

Workshop Activities

The study team was on hand to interact with attendees at the workshops, and Spanish translators were available, if needed. Attendees viewed a presentation about the project and then provided input. Exhibits of existing conditions, aerial photography, system linkages, and the study schedule were available for attendees to review. A handout depicting the project background, study goals, and contact information was distributed at the events. Other handouts included a comment sheet and a project frequently asked questions sheet.

Upon arriving at the workshops, participants were first asked to register and then view a short presentation on the project's background. Participants then identified areas of concern, suggested ideas, and defined priorities, all of which were recorded on corridor maps.

The hands-on style of the workshops encouraged the public to set priorities for WisDOT according to the needs of their communities. Over 320 participants attended the two public design workshops. In addition to interaction with staff, participants were given pre-addressed comment forms so they could respond with additional comments or ideas. Participants' names and addresses were logged and entered into the project database.

Ideas and Areas of Concern

WisDOT collected comments from the public design workshop maps and catalogued them into a geographic information system (see **Table 5-1**).

5.1.8 May 2008—Public Information Meetings

WisDOT and FHWA generated a range of initial freeway corridor improvement alternatives that responded to the needs and issues identified by the public at the workshops. Spanish translation was available, if needed. WisDOT and FHWA introduced the alternatives to the public at the first set of public information meetings (PIMs) in May 2008:

- May 21, 2008, Tommy Thompson Youth Center, 640 S. 84th Street, West Allis
- May 29, 2008, Wauwatosa West High School, 11400 W. Center Street, Wauwatosa

Participant names and addresses were collected and added to the project database. Nearly 500 residents, property owners, businesses, and local leaders attended and commented on the concepts and exhibits presented during these meetings. **Table 5-2** summarizes the concepts.

TABLE 5-1
Issues Identified through Public Design Workshops

Area	Issue
Watertown Plank Road Area	<p>Congestion on Innovation Drive to the south; cut-through traffic on neighborhood streets</p> <p>Need for frontage roads between Watertown Plank Road and Bluemound Road to relieve traffic pressures from Research Park</p> <p>Need to enhance access to the freeway for both Research Park and the Regional Medical Center</p>
North Avenue to Center Street	Walls to mitigate traffic noise
West Bluemound Road	Noise issues; engine braking; tight curve on ramp
North 92nd Street to South 84th Street	Noise and light issues; engine braking on ramps; wildlife impacts during construction; residential relocations; property value; special events effect traffic
System Ramps to W. Greenfield Avenue and Union Pacific Railroad Bridge	Noise issues; community sensitive design/theme; suggest single-point interchange at Greenfield; open space and trail along Union Pacific Railroad; residential relocations; HAST; Union Pacific Railroad bridge is bottleneck in system; Importance of Schlinger Avenue for local circulation; parking
Swan Boulevard	Threatened species
West Wisconsin Avenue	Park impacts; local circulation; interchange suggestions
System Ramps to West Bluemound Road	Residential impacts; noise; freeway's proximity to Parkside Pool Apartments
West North Avenue to Underwood Creek Parkway	North Avenue south exit congestion; interchange spacing and congestion in southbound lanes; safety issue; u-turns to avoid left turn queue; dangerous crossing
Mayfair Road and West Wisconsin Avenue	Currently overloaded intersection
System Ramps	Traffic weaves and congestion; poor ramp geometry; drivers lost on local streets
North Mayfair Road at I-94	Very tight ramp curves and inability to merge at safe speed

TABLE 5-2
Alternatives Presented at May 2008 PIM

Concept	Number of Lanes	Replaces Structures	Favorable Comment	Unfavorable Comment	Safety	Traffic Congestion
No-Build	6	No	0	0	Not addressed	Not addressed
Replace-in-Kind	6	Yes	0	0	Not addressed	Not addressed
Spot Improvements (SI1, SI2, SI3)	6	Yes	0	12	Not addressed	Minimal improvement to congestion
Modernization Alternatives with Added Capacity	8	Yes	18	22	Corrects safety deficiencies	Improves traffic flow and relieves congestion

Ideas and Areas of Concern

Approximately 110 comments were collected, reviewed, and catalogued. Of the comments received, approximately 52 were alternative-specific, and the remaining comments were more general. Upon further review of the comments, four areas of concern became apparent:

- Traffic, mobility, and congestion concerns
- Noise concerns from traffic
- Property and real estate impacts
- Environmental impacts

Traffic, Mobility, and Congestion Concerns

- Concerns over the 84th Street interchange operations, specifically maintaining access and eliminating weaving movements at the ramps (12 comments)
- Concerns about access to the Research Park and the Regional Medical Center, and circulation that avoids traffic moving through the surrounding neighborhoods (6 comments)
- Desire for frontage roads along both sides of US 45 to promote local circulation (4 comments)
- Concerns about lack of transit in the region; can transit preclude the need for expansion (4 comments)
- Concerns that some of the alternatives would add additional traffic along 95th Street that would compete with neighborhood access needs (3 comments)
- Questions as to the feasibility of using the HAST corridor as a one-way reliever during special events in the area, such as at Miller Park or the State Fair Park (2 comments)

Traffic Noise

- Several residents who live near the study-area freeway system suggested WisDOT install noise barriers, with complaints that current traffic is already too noisy in many areas (12 comments)

Property and Real Estate Impacts

- Concerns over impacts to Parkside Pool Apartments, the desire to avoid impacts to the property (5 comments)
- Some residents near the freeway corridor would like their properties to be acquired due to existing noise issues (5 comments)
- Concerns over the relocation of the Boy Scout office building due to costs and the convenience of its current location (3 comments)
- Concerns over the impact of the south leg alternative on the utility corridor and if moving the utility corridor would require residential relocations (2 comments)

Environmental Impacts

- Desire to see the foliage preserved along the edges of the existing interchange. The green area is a storage area for water and preventing flooding (5 comments)

- Concern about the impact of widening the freeway near the 85th/Adler Street area, which has drainage problems (1 comment)
- The southeast corner of the US 45/Swan Boulevard interchange area is an important migration corridor for wildlife (1 comment)

5.1.9 October 2008—Public Information Meetings

WisDOT and FHWA held a second set of PIMs in October 2008 where the refined alternatives were presented to the public. Spanish translation was available, if needed. A total of 381 participants attended the PIMs, and their names and addresses were added to the project database:

- October 27, 2008, Tommy Thompson Youth Center, 640 South 84th Street, West Allis
- October 30, 2008, Wauwatosa West High School, 11400 West Center Street, Wauwatosa

Table 5-3 summarizes the comments.

TABLE 5-3
Alternatives Presented at October 2008 PIM

Concept	Number of Lanes	Replaces Structures	Favorable Comment	Unfavorable Comment	Safety	Traffic Congestion
No-Build	6	No	0	0	Not addressed	Not addressed
Modernization Improvements (M1, M3)	6	Yes	2	0	Corrects some safety deficiencies	Minimal improvement to congestion
Modernization Improvements with Added Capacity (M1, M3)	8	Yes	17	2	Corrects safety deficiencies	Improves traffic flow and relieves congestion

- Approximately 99 comment forms were collected. Of the comments received, approximately 21 were specific to the alternatives. Upon review of the comments, the main areas of comment were related to traffic, noise, and real estate issues.

Traffic

- Concern regarding the 84th/76th exit and entrance systems (10 comments)
- Concern regarding the amount of traffic on local streets and in local neighborhoods (6 comments)

Noise

- Concern about current and future noise levels (16 comments)
- Concern about additional noise during construction (2 comments)
- Desire for noise barriers to be installed prior to construction (1 comment)

Real Estate

- Desire to sell property and move away from the freeway (5 comments)
- Concern about freeway moving closer to property (6 comments)
- Concern about timeliness of making a decision about home purchases (2 comments)

5.1.10 Notice of Public Involvement Activities

To ensure that all stakeholders were aware of the public information meetings and workshops, WisDOT provided meeting notices using the following outlets:

- Posted dates of all workshops and PIMs on the project Web site
- Printed invitations in the project newsletters which were sent to the project database
- Conducted door-to-door outreach in surrounding neighborhoods
- Placed advertisements in local and community newspapers
- Sent media advisories to local media outlets

Advertising

For the design workshops and public information meetings, WisDOT placed meeting notices in newspapers (**Table 5-4**). Advertisements were placed 1 to 2 weeks before each PIM and public design workshop.

TABLE 5-4
Ad Placements

Publication	Geographic Area
<i>Milwaukee Journal Sentinel</i>	Serving the Milwaukee Metropolitan area
<i>Community Journal</i>	Weekly African American newspaper serving the Milwaukee area
<i>Milwaukee Courier</i>	Weekly African American newspaper serving the Milwaukee area
<i>Milwaukee Times</i>	Weekly African American newspaper serving the Milwaukee area
<i>CNI Newspapers</i>	Neighborhood weekly newspaper serving the Milwaukee suburbs
<i>Spanish Journal</i>	Weekly Hispanic newspaper serving the Milwaukee area
<i>El Conquistador</i>	Weekly Hispanic newspaper serving the Milwaukee area
<i>Waukesha Freeman</i>	Serving the Waukesha area

Media Relations

Prior to the workshop and PIMs, media advisories were sent to 96 local media outlets, including print, television, and radio channels. Follow-up calls were made to targeted media.

5.1.11 Outreach Meetings

In addition to community workshops and public information meetings, WisDOT has met with numerous individuals and organizations. The study team's philosophy is that they are willing to meet with individuals and organizations at any time or location to discuss their concerns. WisDOT targeted property owners using door-to-door outreach and met with community organizations, neighborhood groups, businesses, labor organizations, schools, and local and elected officials.

Door-to-Door and Property Owner Visits

A "knock and drop" approach was used to reach homeowners with informational materials. If at home, homeowners were asked if they were aware of the project and whether they had

any specific questions or concerns. The door-to-door visits were generally made prior to public meetings as a way of personally inviting individuals to attend the meetings. Project staff worked to establish ongoing relationships with several people per block in an effort to build trust and establish credibility with the neighborhoods. Each homeowner received a refrigerator magnet listing the contact person, phone number, and e-mail information.

The study team also met with business owners and institutional property owners such as the Regional Medical Center. Over 60 property owners meetings were held.

Community-based Organizations and Neighborhood Groups

In an effort to reach larger numbers of people, the study team made presentations to numerous organizations and groups with key interests in the project. The meetings were targeted to neighborhoods surrounding the Zoo Interchange corridor and were held throughout the study area. **Table 5-5** lists the groups and organizations included in the meetings.

TABLE 5-5
Community-Based Organization and Neighborhood Block Meetings

Date	Group / Individuals	Topic	Notes / Issues
03/31/08	Story Hill Neighborhood Association	Project overview	Attended meeting to provide project information
04/28/08	Hmong American Friendship	Project overview	Provided information for distribution to the Hmong community
05/08/08	Surety Association of Wisconsin	Project overview	Attended meeting to provide project information
05/17/08	SDS Spring Resource Fair	Project overview	Attended meeting to provide project information
06/24/08	Glenview Heights Neighborhood Association	Project overview	Attended meeting to provide project information
08/13/08	95th and 97th Street Neighborhood	Project overview	Event to provide project information
08/14/08	O'Connor/Dixon Street Neighborhood	Project overview	Event to provide project information
08/20/08	South 98th Street Neighborhood	Project overview	Event to provide project information
08/21/08	South 100th Street Neighborhood	Project overview	Event to provide project information
09/11/08	Adler Street Neighborhood	Project overview	Event to provide project information
09/17/08	Dixon/Chester Neighborhood	Project overview	Event to provide project information
01/22/09	Washington Heights Neighborhood Association	Project overview	Event to provide project information
01/28/09	Wauwatosa Neighborhood Association Chair	Project overview	Event to provide project information
02/02/09	Story Hill	Project overview	Event to provide project information
02/11/09	Ravenswood Neighborhood Association	Project overview	Event to provide project information
02/12/09	Milwaukee Intercity Congregations Allied for Hope	Project overview and scope	Review of DBE/labor outreach efforts and programs
02/19/09	Black Health Coalition of Wisconsin	Project overview	Initiatives regarding the region's multi-modal planning effort
02/26/09	O'Connor/Dixon Street Neighborhood	Project update	Event to provide project information

Business and Labor

Businesses located near the corridor are often represented by area organizations such as chambers of commerce. Presentations and regular updates were provided to keep businesses informed of project milestones and important project information.

Labor-related organizations were interested in jobs and job training opportunities, especially those organizations serving minority populations in the area of employment and training opportunities. **Table 5-6** lists the businesses and labor organizations that received regular updates and presentations.

TABLE 5-6
Business and Labor Meetings

Date	Group / Individual	Topic	Notes / Issues
02/08/08	Boy Scouts of America	Project overview	Initial outreach
02/21/08	African American Chamber of Commerce	Project overview	Jobs/jobs training
02/25/08	Amcore Bank	Project overview	Initial outreach
02/25/08	State Central Credit Union	Project overview	Initial outreach
02/25/08	Tri-City Bank	Project overview	Initial outreach
02/26/08	Indian Groceries	Project overview	Initial outreach
02/26/08	Pick n Save	Project overview	Initial outreach
03/04/08	Aldi Foods	Project overview	Initial outreach
03/04/08	Sam's Club	Project overview	Initial outreach
03/14/08	Milwaukee Mile	Project overview	Initial outreach
03/25/08	Wisconsin Expo Center	Project overview	Initial outreach
03/31/08	Skilled Trade Cooperative	Project overview	Jobs/jobs training
03/31/08	Teamsters Local 200	Project overview	Jobs/jobs training
04/28/08	American Indian Chamber of Commerce	Project overview	Jobs/jobs training
05/01/08	Mayfair Mall	Project overview	Initial outreach
05/15/08	Geneva Management Systems	Review project options	Alternatives and process for feedback options
05/15/08	Boy Scouts of America	Review project options	Alternatives and process for feedback options
05/17/08	Hmong Radio Station	Guest speaker	
07/08/08	Parkside Pool Apartments	Review project options	Alternatives and process for feedback options
07/11/08	Hall Chevrolet	Review project options	Alternatives and process for feedback options
07/30/08	Milwaukee Kiwanis Club	Project overview	Informational meeting

TABLE 5-6
Business and Labor Meetings

Date	Group / Individual	Topic	Notes / Issues
08/04/08	St. Therese Church/Parish	Project overview	Discussion of project limits, scope and schedule; range of alternatives
09/12/08	Ronald McDonald House	Project overview	Presentation of project information; discussion of traffic issues
09/15/08	Children's Hospital	Project overview	Discussed current and future plans for expansion of the MRMC campus
10/16/08	Ronald McDonald House	Project overview	Presentation to Board of Directors
10/24/08	Mayfair Mall	Project overview	
11/04/08	Whitnall Rotary Club	Project overview	Presentation of project information
11/10/08	Hall Chevrolet	Project overview	Reviewed schedule and north leg alternative M1 and M3
11/13/08	West Allis Auto Club	Project overview	Explained M2 alternative on the south leg
11/19/08	Greenfield Avenue Presbyterian Church	Project overview	Historic structures; traffic; noise wall
11/19/08	Parkside Pool Apartments	Review status of study	Reviewed schedule and north leg alternative N1 and N3; noise wall
01/01/09	St. Therese Church/Parish	Project overview	Presentation; Q&A
01/20/09	Economic Development Corp	Project overview	Update on project schedule, progress to date and remaining activities
02/10/09	Irgens Development Partners	Project overview	North leg alternatives
02/11/09	Pettit center	Project overview	Review of east leg alternatives, E1 and E1/E3 hybrid
02/12/09	St. Camillus	Project overview	Presentation and Q&A
02/19/09	African American Chamber of Commerce	Project overview	Current efforts on DBE and Labor committee
02/23/09	Wangard Partners, Inc.	Project overview	North leg alternatives near Watertown Plank Road
02/23/09	Sierra Club	Project overview	
02/26/09	St. Charles Youth and Family Services	Project overview	Reviewed alternatives on east leg
03/05/09	Children's Health Alliance of Wisconsin	Project overview	Construction concerns relating to asthma
04/13/09	Wesley Park Men's Club	Project overview	Presentation and Q&A
04/16/09	Social Development Commission	Project update	
04/18/09	Community Planning Council	Project update	

Educational Institutions

An outreach initiative called “Careers in Motion” was presented at the Walker Elementary School located within the study area in the City of West Allis. This program offered a diverse population of students the opportunity to understand how building roads and transportation projects can offer long-term career opportunities. The program also increased awareness of the project among parents of the students who live in the neighborhood.

Table 5-7 lists the educational outreach, which included informational meetings and presentations.

TABLE 5-7
Meetings with Educational Institutions

Date	Group / Individual	Topic	Notes / Issues
11/27/07	UWM College of Engineering	Review project information	
01/25/08	Pius XI High School	Review project information	
01/25/08	Wisconsin Lutheran High School	Review project information	
01/25/08	St Jude Grade School	Review project information	
01/28/08	Wauwatosa West High School	Review project information	
03/19/08	Medical College of Wisconsin	Communications subcommittee	Project information packet for institutions to place on Web sites, etc.
05/05/08	Wisconsin Lutheran College	Review project information	Future growth plans and impacts from alternatives
06/03/08	Montessori School	Review project options	Impacts of acquisition; potential relocation hardship issues
06/12/08	Medical College of Wisconsin	Information session	Project information displayed
07/14/08	Montessori School	Review project information	Address concerns regarding impacts and special needs of the school
08/11/08	Wisconsin Lutheran College	Review project options	Impacts to Greenhouse site; future planned development
10/10/08	Montessori School	Review project options	Impacts, new locations for the school
10/29/08	UWM	Review project information	
10/30/08	Wisconsin Lutheran College	Review project information	
11/05 – 11/21/08	Walker Elementary School	Educational program on the history of transportation presented to fifth grade	A program to teach fifth graders about transportation careers. Students made commercials depicting one aspect of transportation safety.
11/06/08	Milwaukee Regional Medical College	Review project information	
12/04/08	Pius XI High School	Review project information	
01/09/09	MATC West Campus	Project overview	Concerns with traffic and local streets
03/06/09	Wil-O-Way Special Education Center	Project overview	North leg alternatives discussed; noise concerns

Elected Officials

Elected officials at the state and local level were kept informed of various milestones during the study process. They were regularly updated on key issues affecting their constituents via phone calls, e-mail updates, quarterly newsletters, and periodic meetings. WisDOT met with elected officials listed in **Table 5-8**.

TABLE 5-8
Meetings with Elected Officials

Date	Group / Individual	Topic	Notes / Issues
01/07/08	Alderman Jerry Stepaniak (C. of Wauwatosa)	Review project information	North study limit; funding; economic impacts
01/07/08	Senator Ted Kanavas	Review project information	Watertown Plank Road; potential contacts
01/09/08	County Executive Dan Vrakas (Waukesha County)	Review project information	Funding; limits; media; EA/EIS
01/10/08	Supervisor Jim Luigi-Schmitt (Milwaukee County)	Review project information	Funding; neighborhood outreach; Research Park/Regional Medical Center Impacts
01/10/08	Mayor Jack Chiovatero (C. of New Berlin)	Review project information	Industrial parks; transit; water issues
01/18/08	Alderman Robert Bauman and James Bohl (C. of Milwaukee)	Review project information	Commuter rail; Hwy 100 businesses; traffic plan
01/18/08	Alderman Michael Murphy (C. of Milwaukee)	Review project information	Story Hill Neighborhood; regional medical center access; public design workshops
01/25/08	Supervisors Holloway & White (Milwaukee County)	Review project information	Funding; other projects; local elections and timing
02/08/08	Senator Spencer Coggs	Review project information	DBE Committee
02/15/08	Mayor Jeffrey Speaker (C. of Brookfield)	Review project information	Watertown Plank Road; public outreach; TAC; crash analysis; Bluemound Road project
02/15/08	Alderman Willie Hines (C. of Milwaukee)	Review project information	Relocations; local road impacts; southbound to westbound ramp
02/22/08	Mayor Theresa Estness (C. of Wauwatosa)	Review project information	Capacity expansion; noise; local roads; West Suburban TIA
02/26/08	Mayor Tom Barrett (C. of Milwaukee)	Review project information	West Suburban TIA; transit
03/14/08	Senator Jim Sullivan, Alderman Tom Treis (C. of Wauwatosa)	Update project information	Town Hall Meetings; PIM; water and air quality; West Suburban TIA; SAC; Research Park; DBE efforts
03/26/08	Mayor Jeannette Bell (C. of West Allis)	Review project information	Capacity; traffic staging; access; neighborhood encroachment
04/10/08	Alderman Michael Murphy (C. of Milwaukee)	Indirect and cumulative effects	Project budget; PIM; neighborhood impacts; transit; capacity issues; air quality
05/01/08	Alderman Michael Murphy (C. of Milwaukee)	Project schedule and impacts	Relocations; transit

TABLE 5-8
Meetings with Elected Officials

Date	Group / Individual	Topic	Notes / Issues
05/06/08	Wauwatosa Committee of the Whole	Review project information; alternatives	Burleigh Street; local roads; traffic projections; transit; West Suburban TIA; air quality
05/15/08	Senator Jim Sullivan, Alderman Mike Murphy (C. of Milwaukee)	Review study alternatives	Neighborhoods; stakeholders; area developments; HAST
06/02/08	Senator Jim Sullivan; Alderman Mike Murphy and Melissa Cook of Wisconsin DNR	HAST	
06/10/08	Wauwatosa Traffic & Safety Committee	Review study alternatives	Traffic operations; increases due to future development
06/16/08	Milwaukee County Economic & Community Development Committee	Review project information; alternatives	Economic development; screening of alternatives and future meetings
07/17/08	Supervisor Michael Mayo & Holloway (Milwaukee County)	Review study alternatives	Purpose and need; acquisition of land
08/06/08	Supervisor Holloway (Milwaukee County)	Children's Hospital	Impact of suggested Connell Avenue closure
09/10/08	Milwaukee County Board Transportation/Public Works Committee	Review study alternatives	Access to Bluemound Road; Hoan Bridge; Regional Medical Center; property acquisitions
10/21/08	Wauwatosa Committee of the Whole	Review project information; alternatives	West Suburban TIA; SEWRPC Regional Transportation Plan; Meinecke Avenue Bridge
11/07/08	Mayor Dan Devine (C. of West Allis)	Review study alternatives	76th Street access; 84th Street redevelopment plans; relocations
11/18/08	Supervisor Michael Mayo (Milwaukee County)	Review project information	
11/18/08	Rebeca Lopez, Hope DeVougas (Senator Feingold's Office)	DBE Steering Committee participation/information meeting	
11/18/08	Khalif Rainey, Sheila Payton (congresswoman Gwen Moore's Office)	DBE Steering Committee participation/information meeting	
11/18/08	Leslie Jorgensen (Senator Sullivan's Office)	DBE Steering Committee participation/information meeting	
11/18/08	JoAnne Anton (Senator Herb Kohl's Office)	DBE Steering Committee participation/information meeting	
11/24/08	Mayor Tom Barrett (C. of Milwaukee)	Review project information	

TABLE 5-8
Meetings with Elected Officials

Date	Group / Individual	Topic	Notes / Issues
11/24/08	Stuart Ewy (Senator Carpenter's Office)	DBE Steering Committee participation/information meeting	
11/24/08	Eric Petersen (Senator Taylor's Office)	DBE Steering Committee participation/information meeting	
01/29/09	Alderman Bauman, Davis, Murphy, Hines, Hamilton, Witkowiak, Bohl, and Donovan	City Council Meeting – steering and rules	Presentation and explanation of east leg alternatives E1, E1/E3 Hybrid, and O'Connor Street options

Local Officials

Project and outreach staff worked closely with officials from several departments within the cities of Milwaukee, West Allis, and Wauwatosa, Milwaukee County, and various other communities located near the study area. **Table 5-9** lists the meetings with representatives of local governments.

TABLE 5-9
Meetings with Local Officials

Date	Group / Individual	Topic	Notes / Issues
12/06/07	SEWRPC	Review past studies	Regional Transportation Plan; Southeast Wisconsin Freeway Reconstruction Plan
01/15/08	Milwaukee County Zoo	Review project information	Impacts to Zoofari Conference Center and maintenance facility, access issues
01/21/08	City of Milwaukee Police Department – District #3	Introduce study; data collection	Hot spots; public involvement
01/21/08	City of Wauwatosa Police Department	Introduce study; data collection	Hot spots; public involvement
01/21/08	City of West Allis Police Department	Introduce study; data collection	Hot spots; public involvement
02/07/08	Wauwatosa Comprehensive Planning Committee	Future development	Comments and discussions on future developments
02/07/08	Milwaukee Regional Medical College Land Use and Planning Committee	Review project information	Issues and concerns regarding traffic in and around the MRMC
02/27/08	Milwaukee County Dept. of Public Works	Review study information	Watertown Plank Road; coordination; local roads; capacity expansion; County facilities; local development plans
03/06/08	City of West Allis Planning Department	Indirect & cumulative effects analysis	Redevelopment; master plan; bike trail; historic sites; stormwater management; local road capacity
03/10/08	Village of Elm Grove	Indirect & cumulative effects analysis	Redevelopment potential; Watertown Plank Road; municipal water service; stormwater; traffic; natural resources; commuter rail

TABLE 5-9
Meetings with Local Officials

Date	Group / Individual	Topic	Notes / Issues
03/10/08	City of Brookfield City Development	Indirect & cumulative effects analysis	Funding; capacity expansion; signage; cost-share; planned developments; local roads; natural resources and stormwater
03/13/08	City of Wauwatosa	Agency coordination	Would like to be a participating agency as defined in SAFETEA-LU 6002
03/13/08	Milwaukee County Economic Development	Indirect & cumulative effects analysis	RESEARCH PARK; local roads; access; impacts; area development plans
03/17/08	Milwaukee Department of City Development	Indirect & cumulative effects analysis	West Side Area Plan; CIP; traffic issues
04/03/08	Wauwatosa Community Development	Indirect & cumulative effects analysis	West Suburban TIA; Burleigh Rectangle (future redevelopment); future development locations; local roads; stormwater; population
05/01/08	Milwaukee Regional Medical College Land Use and Planning Committee	Preliminary improvement options were shared	Presented preliminary design alternatives; spot improvements and modernization alternatives were addressed
05/16/08	Milwaukee County Zoo	Review project options	Mitigation potential of impacts to parking, conference, and maintenance facilities
05/20/08	State Fair Park	Review project options	Impacts to Gate 7; mitigation of parking impacts; park sign
06/05/08	Port of Milwaukee	Review project information	Heavy trucks; operations and routes
06/16/08	State Fair Park Board	Study progress update	Alternatives and process for feedback
06/16/08	Milwaukee County Transit System	Introduce study; alternatives	Bus routes; park-and-ride lots; coordination of detours; special events
07/03/08	Milwaukee Regional Medical College Land Use and Planning Committee	Review alternatives	Discuss alternatives and MRMC's master plan
07/09/08	City of Milwaukee Department of Public Works	Study alternatives	Water mains; coordination with local projects to replace old infrastructure; traffic operations; County facilities
07/15/08	Milwaukee County Zoo	Follow-up on impact mitigation options	Parking structure; development plans
07/30/08	Wauwatosa Community Development	Study alternatives; media	Local road improvements; County facilities; various developments
08/26/08	City of Milwaukee Department of Public Works	Study alternatives	
09/25/08	Local developers, planners, and public works individuals from the local communities in the project area	Indirect and cumulative effects focus group meeting	The group was assembled to review the alternatives and to verify indirect and cumulative effects findings of how the alternatives would affect future developments. Smaller groups discussed how they felt the region would develop in the future with or without proposed Zoo Interchange improvements.

TABLE 5-9
Meetings with Local Officials

Date	Group / Individual	Topic	Notes / Issues
10/09/08	Milwaukee County Zoo	Review project information	Parking needs; Zoofari Conference Center; relocations; payments
10/23/08	Milwaukee County DPW	Review study alternatives	
10/24/08	Milwaukee County Transit System	Review study information	
11/06/08	Milwaukee County Transit System	Review study information	
11/06/08	Milwaukee Regional Medical College Land Use and Planning Committee	Overview of project	Discussed project schedule; reviewed alternatives and options for north leg M1
11/13/08	Milwaukee County Parks	Review study information	Study Alternatives, pre-meeting
11/20/08	Milwaukee County Departments Heads (zoo, parks, public works, economic development and office of persons with disabilities)	Review alternatives and their potential impacts on county-owned facilities	Need to mitigate impacts; schedule
12/03/08	SEWRPC	Commissioners' meeting	
12/03/08	City of West Allis Planning Commission	Overview of project	Reviewed alternatives
12/10/08	MMSD	Lincoln creek project; EIS; stormwater management	
12/15/08	Milwaukee County Board	Discuss potential impacts on county-owned facilities	
01/20/09	Milwaukee Regional Medical College	Obtain input on North Leg	Discuss the Connell Avenue TIA
01/29/09	Milwaukee County Parks	Historic properties	Impacts to historical properties and Honey Creek and Underwood Creek Parkways
01/29/09	Milwaukee County Economic Development	Historic buildings	Discussed Eschweiler and County Parks buildings
02/05/09	Tosa Downtown BID	Project overview	
02/16/09	Milwaukee Metropolitan Sewerage District	Swan boulevard	Discuss Swan Boulevard and bridge carrying Bluemound road over Underwood Creek
02/17/09	State Fair Park Board	Project alternatives	Described current east leg alternatives. State Fair Park Board sent letter in response to this meeting to WisDOT in March 2009 (see Appendix D, page D-33)
02/19/09	Milwaukee County DPW/Transportation Department	Project updates	Watertown Plank Road and utility relocation

TABLE 5-9
Meetings with Local Officials

Date	Group / Individual	Topic	Notes / Issues
02/20/09	Milwaukee Fire Department	Project overview	Presentation; east leg alternative M3 and M1; access concerns to interstate (WB) from 84th Street
02/20/09	Milwaukee Regional Medical Center	Paramics demo	Project development, traffic modeling and alternative refinement
02/20/09	Milwaukee County Zoo	Project overview	ATC's tower relocation options
03/04/09	Milwaukee County Public Works and Transportation	Project overview	North leg alternatives; impacts to county facilities
03/05/09	Milwaukee Regional Medical College Land Use Planning Committee	Traffic operations and paramics demo	Background on alternative developments
03/09/09	Milwaukee County Economic & Community Development Committee	Project overview	North leg alternatives; impacts to county facilities
03/10/09	Milwaukee County Parks Energy & Environment Committee	Project overview	Impacts to the county parks and county zoo
03/12/09	Milwaukee County Department of Delinquency & Court Services	Project overview	Impacts to the Child and Adolescent Treatment Center buildings

5.1.12 Information Centers

In addition to regular meetings, information centers exhibited study information. The study had a significant presence at the Wisconsin State Fair, where attendees could view exhibits and interact with WisDOT staff. Additionally, staff was available at an information center in the Wisconsin Medical College Lobby where anyone visiting could stop by the center to ask questions or provide comments. The Children's Hospital conducted a Transportation Fair where study staff were present as part of an information center.

5.1.13 Television and Radio

Local television stations were present at the public information meetings and conducted interviews with the project staff. Project staff also provided a guest interview on Hmong Radio on May 18, 2008.

5.1.14 Project Web Site

The WisDOT Web site includes the Zoo Interchange as part of the "Plans & Projects" page. The Web site provides users with information on major freeway projects in the region. Study information available on the Web site includes the following:

- General information regarding the project, including a project overview, map of the project limits, and proposed study schedule
- Electronic versions of the project factsheets

- Public information meeting announcements
- Exhibits from the public information meetings and workshops
- Contact information
- Renderings and “fly through” views of alternatives

5.1.15 Bilingual Outreach

Even though there is not a high concentration of non-English speaking individuals within the Hispanic Community surrounding the study area, WisDOT worked to ensure that the Hispanic population had access to information. Meeting notices were produced in Spanish for release in Hispanic media, and project information was posted in Spanish on the project Web site. Based on public outreach and demographics of the study area, no other foreign language translations were deemed necessary.

As noted, WisDOT’s project director was interviewed on a Hmong radio program.

5.1.16 Committees

WisDOT interacted with the public through outreach meetings and PIMs. However, to formalize public interaction and to garner more in-depth input on issues affecting the public, WisDOT created five committees:

- The Strategic Advisory Committee
- The Technical Advisory Committee
- The Community Advisory Committee
- The Southeast Freeways Milwaukee County Urban DBE Advisory Committee
- The Milwaukee County DBE Steering Committee

Strategic Advisory Committee

The Strategic Advisory Committee (SAC) is made up of community leaders representing various public and private stakeholders with a major stake in the study area. **Table 5-10** lists SAC participants and affiliations.

TABLE 5-10
Strategic Advisory Committee

Name	Title	Agency
Dave Alamshah	Director of Transportation Logistics	Harley-Davidson
Lyle Balistreri	President	Building & Construction Trade Council
John Balzer	President	Wauwatosa Economic Development Corp.
Peter Beitzel	Vice President	Milwaukee Metropolitan Association of Commerce
Donald Bernhardt	Facilities Manager – Research Park	GE Healthcare Technologies
T. Michael Bolger	President	Medical College of Wisconsin
Marc DeVillers		Milwaukee Regional Medical Center, Inc.
Dan Devine	Mayor	City of West Allis
Jill Didier	Mayor	City of Wauwatosa

TABLE 5-10
Strategic Advisory Committee

Name	Title	Agency
Craig Dillmann	Real Estate Service Manager – Department of Administrative Economic Development	Milwaukee County
David Domres	Vice President of Asset and Property Management	Irgens Development Partners, LLC
William Drew	Executive Director	Milwaukee County Research Park
Theresa Estness	Interim Executive Director	Wauwatosa Economic Development Corp.
Margaret Farrow	President	Waukesha County Action Network
Jacquelyn Fredrick	President and CEO	The Blood Center of Wisconsin
Vicki Hartig	Associate Vice President of Marketing and Communication	Wisconsin Lutheran College
William Hatcher	Executive Director	Milwaukee Regional Medical Center, Inc.
Mark Irgens	President	Irgens Development Partners, LLC
Greg High	Interim Director/Highway Commissioner	Milwaukee County Department of Transportation & Public Works
Dewayne Johnson	Director	SE Region, Wisconsin Department of Transportation
David Keller	President and CEO	Luther Manor
Suzanne Kelley	Regional Manager	GE Healthcare
Jeff Kruepke	Director of Transportation Services	Quad Graphics
Kathryn Kuhn	Vice President of Government Relations	Medical College of Wisconsin
Norma McCutcheon	President	Wisconsin Heart Hospital
Maureen McNally	Director, Government Relations	Froedtert Hospital
Joseph Muehlbach	Corporate Director of Facilities	Quad Graphics
Mike Richards	Government Relations	Harley-Davidson
Steve Roth	Director of Facilities Development	Children's Hospital of Wisconsin
Duane Schlomer	Vice President of Finance and Administration	Wisconsin Lutheran College
Steve Smith	Manager	Mayfair Shopping Center and Office Complex
Jack Takerian	Interim Director/Highway Commissioner	Milwaukee County Department of Transportation & Public Works
Ford Titus	CEO	ProHealth Care
Peggy Troy	President	Children's Hospital of Wisconsin
Steve Weiss	Director of Distribution Operations	Quad Graphics
Gilbert White, MD		Blood Center of Wisconsin
Deanna Zabel	Corporate Communications Manager	Briggs & Stratton Corp.

The role of SAC is defined as follows:

- Encourage project communication between project staff and key stakeholders.
- Act as liaisons to respective agencies and communities.
- Provide input into the various phases of the study.

SAC meetings and associated discussions were held on the following dates:

- **December 19, 2007, 9:00 A.M. at Milwaukee County Research Park**

Major items brought up by SAC members:

- What improvements to the local street system will be done to prepare them for added traffic during construction?
- Media relations for the project should portray local businesses as open during construction to avoid impacts.
- Public outreach should follow the same process as the Marquette Interchange reconstruction.
- Through traffic and Highway 100 issues make this a complex project.
- The results of the West Suburban TIA will be incorporated into community plans in some cases.
- Coordination of the traffic mitigation plan with local community projects will be important.

- **April 23, 2008, 1:30 P.M. at Milwaukee County Research Park**

Major items brought up by SAC members:

- Would completing an environmental assessment (rather than an EIS) limit the scope of the project? For example, could the construction limits be extended to include Burleigh Road under an environmental assessment?
- SAC members can act as a grassroots support group for the project.
- SAC should consider employees and the public that use the corridor to generate support for the project.
- Wisconsin is facing the same budgetary constraints as other states where infrastructure improvements are concerns – WisDOT should move forward with this project.
- There are other sources of funding that some SAC members felt could be explored, such as tolls and congestion pricing.
- When will local road improvement information be available (i.e., West Suburban TIA)?
- What are the Swan Boulevard access alternatives? Was there consideration to connect 92nd Street to Swan Boulevard?

- **October 8, 2008, 10:00 A.M. at Tommy Thompson Youth Center**

Major items brought up by SAC members:

- Discussion of public reception of alternatives and recognition by local groups that redesign is necessary.
- Desire to hold a mini-PIM for GE Healthcare and its staff.
- Discussion of alternatives and requests for copies of alternatives.
- Requests for additional meetings with land use plan committee, committee of the whole, and Regional Medical Center principals.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is made up of public agency staff representing the communities within and surrounding the study area. **Table 5-11** lists TAC participants, including their names, titles, and affiliations.

TABLE 5-11
Technical Advisory Committee

Name	Title	Agency
Sue Black	Parks Director	Milwaukee County
Peter Daniels	Dept. of Public Works/Engineering	City of West Allis
Tom Grisa	Director of Public Works	City of Brookfield
Roberto Gutierrez	SE Freeways Chief	Wisconsin Department of Transportation
Kevin Haley	Planning & Development	Milwaukee County Parks
Robert Harris	City Planner	City of Milwaukee, Dept. of City Development
Greg High	Interim Director/Highway Commissioner	Milwaukee County Department of Transportation and Public Works
Tom Hoffman	Department of Public Works Engineering	Village of Menomonee Falls
Debra Jensen	Planning Services Supervisor	Milwaukee Metropolitan Sewerage District
Dewayne Johnson	Regional Director	SE Region, Wisconsin Department of Transportation
Sherry Kamke	Environmental Scientist	U.S. EPA, Region 5
William Kappel	Director of Public Works	City of Wauwatosa
James Keegan	Chief of Planning, Partnership and Policy	Milwaukee County Parks
Sandy Kellner		Milwaukee County Transit System
Magdalena Kolosovsky		WE Energies
Jeff Mantes	Commissioner of Public Works	City of Milwaukee
Rocky Marcoux	Commissioner of City Development	City of Milwaukee
Reggie Newson	Equal Opportunity Program Director	Wisconsin Department of Transportation
Jeff Polenske	City Engineer	City of Milwaukee Public Works
Dan Sande	Project Manager, Utility Coordination	We Energies
David Scott	Marquette/Southeast Freeway Coordinator	Federal Highway Administration
Dan Scudder	Bureau of Environment	Wisconsin Department of Transportation

TABLE 5-11
Technical Advisory Committee

Name	Title	Agency
Jim Simmons		Milwaukee Metropolitan Sewerage District
John Stibal	Director	City of West Allis Development
Kim Stratton		American Transmission Company, LLC
Thomas Strock	Structural Engineer	Federal Highway Administration
Larry Sullivan	Harbor Engineer	Port of Milwaukee
Jack Takerian	Interim Director/Highway Commissioner	Milwaukee County Department of Transportation & Public Works
Michael Thompson	Liaison to WisDOT	Wisconsin Department of Natural Resources
John Venice	Manager Special Projects – Industry & Public Projects, Engineering Department	Union Pacific Railroad
Jay Waldschmidt	Air & Noise Engineer	Wisconsin Department of Transportation
Bill Wehrley	City Engineer	City of Wauwatosa
David Windsor		City of Milwaukee DPW
Ken Yunker	Director	Southeastern Wisconsin Regional Plan Commission
Dave Ziarek	Coordinator of Street Supervision	Milwaukee County Transit System

The role of TAC is defined as follows:

- Provide input on alternatives development, refinement, and selection
- Act as liaisons to their respective communities

TAC meetings and associated discussions were held on the following dates:

- **May 6, 2008, 1:00 P.M. at Teamsters Local 200**

Major items discussed:

- The median width does not consider multimodal use.
- A combination of community input and cost will determine the selection of the best alternative.

- Major items brought up by TAC members:

- MMSD has a major investment in the Underwood Creek flood control area and would like the project to consider stormwater runoff.

- **June 25, 2008, 2:00 P.M. at Teamsters Local 200**

Major items discussed:

- Project purpose, goals, and objectives of TAC.
- Presented project alternatives and an overview of PIM 1.

- Major items brought up by TAC members:
 - Access to the research park without relying on the local road system.
 - Flood management and increased runoff from impervious materials may require innovative ideas to mitigate impacts.
 - Utility coordination is anticipated to increase as part of the design phase.
 - Can the interchange design accommodate wide loads that currently have to travel through the City of West Allis?

- **October 14, 2008, 2:00 P.M. at Tommy Thompson Youth Center**

Major items discussed:

- Upcoming PIM 2, reviewed alternatives to be presented.
- Local access and use versus freeway access and use.
- Cost sharing opportunities.
- WisDOT is looking into local infrastructure needs related to the project.
- Summary of ongoing discussions with impacted local property owners, including real estate notification and potential impacts depending on the alternative chosen.

- **November 20, 2008, 10:00 A.M. at Tommy Thompson Youth Center**

Major items brought up by TAC members:

- City of Milwaukee supports Alternative E1 on the east leg.
- City of Wauwatosa Traffic and Safety Committee supports N3 on the north leg.
- City of West Allis supports the sub-alternative ramp from eastbound I-94 to Greenfield Avenue.
- City of West Allis supports Alternative E3 and the optional ramp connection from eastbound I-94 to Greenfield Avenue.
- American Transmission Company noted that moving their overhead electrical transmission lines may require additional residential relocations.

Community Advisory Committee

The Community Advisory Committee (CAC) is made up of homeowners, business owners, business associations, community-based organizations, and school representatives. **Table 5-12** lists participants' names and affiliations.

TABLE 5-12
Community Advisory Committee

Name	Title	Representing
Donald Bernhardt	Facilities Manager – Research Park	GE Healthcare Technologies
Gary & Cheryl Brautigam		Resident
Pam Buckley	Executive Director	Ronald McDonald House Charities of Eastern Wisconsin
Carol Bulgrin		Ronald McDonald House Charities
Tim Casey	Board Member	West Suburban Chamber of Commerce
Margaret Farrow	Director	Waukesha County Action League
Brian Foley		
Jim Goulle	Executive Director	Park People of Milwaukee County
William Hatcher	Executive Director	Milwaukee Regional Medical Center, Inc.
Jeanette Heckert		Resident
Tom Howells	President	Wisconsin Motor Carriers Association
Joseph Jansky		Resident
Phil & Kathy Kirchmeier		Resident
James Kleist	Superintendent	Wisconsin Lutheran High School
Louis Kowieski		Resident
Joe & Laura Kreinus		Resident
Kathryn Kuhn	Vice President of Government Relations	Medical College of Wisconsin
Tim & Pam Losey		Resident
Guy Mascari		Milwaukee County Research Park
John & Sandy Pelkowski		Resident
Diane Perona		Resident
Jim & Fran Proulx		Resident
Ron Rasmussen		Resident
Joseph Schwarz		Resident
Steve & Kris Skattebo		Resident
Michelle Slichter		Resident
Stephen Smith	Agent	Mayfair Mall
Mary Van Derven	NAC President	Neighborhood Association Council (Wauwatosa)
Andrea Williams	Executive Director	1,000 Friends of Wisconsin

The role of CAC is defined as follows:

- Function as a sounding board for stakeholder interests along the corridor.
- Provide feedback on alternatives, issues, and concepts throughout the development of the EIS.
- Advise the project team—the group has no official capacity or voting authority.

Members were selected to participate on this committee based on one of the following criteria:

- Must represent an area of the project or a stakeholder group
- Must be a corridor stakeholder

CAC meetings and associated discussions were held on the following dates:

- **July 1, 2008, 6:00 P.M. at Harwood Place Retirement Center**

The project was introduced with a summary of the purpose, goals, and objectives of the CAC, general project overview, review of alternatives, and project update.

- Participants were led through an exercise to provide answers for the following questions:
 - ✓ What must WisDOT do to ensure that the implementation of the project meets the needs of the community?
 - ✓ Fill in the blank: “As long as WisDOT does something about _____, I will consider this project positive and successful.”
 - ✓ Besides mainstream media, such as newspaper and nightly news, by what other means do you and members of your community collect important public information?

Items brought up by CAC members:

- Can the HAST be used as an express lane for I-94?
- A traffic study should be conducted for Mayfair Mall and holiday traffic.
- The local road system and alternatives to US 45 and STH 100 were discussed. Currently, there are no other alternatives to mitigate congestion.
- What funds are available to local communities that will be affected by construction traffic issues?
- **October 14, 2008, 6:00 P.M. at Tommy Thompson Youth Center**
 - Noise levels and noise wall concerns for local neighborhoods and how these are measured/determined by project staff.
 - Cost estimates for project alternatives.

Southeast Freeways Milwaukee County Urban DBE Advisory Committee

The Southeast Freeways Milwaukee County Urban DBE Advisory Committee was created to improve coordination, communication, and planning of WisDOT programs and projects within the communities affected. The committee consists of over 60 members representing a wide range of transportation industry businesses, agencies, and government.

The goals of the DBE Advisory Committee are as follows:

- Foster, nurture, and promote effective and community-oriented relationships with businesses.
- Identify appropriate and effective best practices to do business and disseminate to WisDOT's leadership, management team, and staff.
- Provide guidance in the areas of business training, technical assistance, and products to expand capacity and quality of life.
- Provide a mechanism for WisDOT to explain efforts and a community to relay expectations.

As part of its key activities, the DBE Advisory Committee will:

- Exchange and share information.
- Educate the community on WisDOT business opportunities.
- Understand potential barriers or challenges for achieving business participation on this project.
- Recommend training and support resources.
- Work within the timelines and measures to succeed.
- Track the deliverables and compile statistics.

The DBE Advisory Committee will address DBE goal recommendations on a project-by-project basis, analyze potential DBE participation, review and analyze DBE participation for construction work, and use a proven methodology to determine equitable DBE goals.

DBE Advisory Committee meetings and associated discussions were held on the following dates:

- **June 26, 2008, 5:30 P.M. at Tommy Thompson Youth Center**
 - Overview presentation and announcement that an environmental and engineering analysis had begun.
 - Announced that WisDOT was proceeding with the EIS; identified purpose and need elements of the project and initial alternatives.
- **August 21, 2008, 5:30 P.M. at Tommy Thompson Youth Center**
 - After a general overview presentation on the transportation improvement process, participants were divided into five groups to perform an exercise.
 - Participants were asked to identify opportunities for improvement in all stages of the planning, design, and construction process.
- **September 18, 2008, 5:30 P.M. at Tommy Thompson Youth Center**
 - Discussions included public outreach related to the reasons why certain decisions are made for project-related activities.
 - The members were broken into six groups and asked to provide input on the following three questions:
 - ✓ Who are the key stakeholders WisDOT should contact in the community?

- ✓ Fill in the blank: “As long as WisDOT does something about _____, I will consider this project positive and successful.”
- ✓ What must WisDOT do to ensure that the implementation of this project meets the needs of the community?
- **October 23, 2008, 4:30 P.M. at Milwaukee County Research Park**
 - Discussions included identifying barriers and challenges that could occur throughout the project and strategies to overcome them.
 - The retention of graduates as part of the TrANS Program was a concern. It was suggested that new students receive training on building relationships with banks and suppliers.
 - Refined Modernization Alternatives will be available at the second round of PIMs.
- **November 20, 2008, 4:30 P.M. at Tommy Thompson Youth Center**
 - Presented PowerPoint regarding the Careers In Motion program for 2008.
 - Presented a review of the public involvement process during mega projects.
 - Reviewed the history of the Zoo Interchange Study from start to present.
 - Announced that a final copy of the EIS should be available by end of 2009. Mitigation routes are anticipated to begin in 2012.
- **January 29, 2009, 4:30 P.M. at Tommy Thompson Youth Center**
 - Zoo Interchange is in a 24-month corridor study phase. The EIS is in progress.
 - The project limits relating to the Zoo Interchange were explained. There have been two public information meetings, and all alternatives have been refined with input obtained from these meetings.
- **February 19, 2009, 4:30 P.M. at Tommy Thompson Youth Center**
 - Conducting environmental and engineering work now through the end of 2009. The study phase includes developing alternatives to improve the corridor, evaluating impacts of those alternatives, preparation of a document that addresses environmental concerns, and selecting a preferred alternative.
 - Explained the project limits that relate to the Zoo Interchange project.
- **March 12, 2009, 4:30 P.M. at Tommy Thompson Youth Center**
 - Presented a general project overview. Noted that there has been a change in the construction start date from 2012 to 2013.
 - Reviewed future activities that will be undertaken by the DBE Advisory Committee.
 - In May, the educational phase of the Committee will be completed, and the Committee would split into two groups: one focusing on business concerns and the other on labor issues.

- **March 26, 2009, 4:30 P.M. at Tommy Thompson Youth Center**

- An update of the Zoo Interchange project will be provided at the next meeting due to time constraints. The website address was referenced for project information.

Milwaukee County DBE Steering Committee

The Milwaukee County DBE Steering Committee was created to discuss labor opportunities for the freeway projects. The 56 invited committee members include management for key stakeholders, as well as a wide range of participants including residents, labor associations, and government agencies.

The goals of the Milwaukee County DBE Steering Committee are as follows:

- Review information on issues affecting equitable workforce participation of women and minorities on the project.
- Suggest key resources that will lead to resolution.
- Review goals and assess progress on attaining goals.
- The Milwaukee County DBE Steering Committee will address concerns and issues about access to jobs, evaluate training criteria and needs, monitor training and outcomes, review resource needs, and network with contractors to reinforce community expectations for hiring and monitoring discretionary goals.

Milwaukee County DBE Steering Committee meetings and associated discussions were held on the following dates:

- **June 4, 2008, 5:30 P.M. at Milwaukee County Research Park**

- Presented PowerPoint on the Zoo Interchange.
- Outlined common themes and concerns from the public workshops held in January.
- Informed the group that they had decided to proceed with a full Environmental Impact Statement.
- An explanation of the initial alternatives was presented.

- **September 10, 2008, 5:30 P.M. at Milwaukee County Research Park**

- Discussions included an exercise explaining The Transportation Mega Program Process and how it relates to the NEPA process. There are five stages in the chart for reconstructing or building roadways.
- An update on the Zoo Interchange pertaining to the TMPP Chart and public involvement was given to the group.
- DBE and Labor strategies and best practices from the Marquette Interchange project were reviewed. Familiarity and reliability were explained to be key factors considered when hiring DBE's by prime contractors.
- A summary of WisDOT's TrANS Program for the group.

- **February 4, 2009, 4:30 P.M. at Milwaukee County Research Park**

- Reviewed results from the Public Information Meetings and refined alternatives.

- Reviewed DBE handouts with the Committee. Michele Carter Rutledge mentioned that WisDOT also worked outside of state offices to accommodate the community. She stated that WisDOT has a high priority on accountability and transparency regarding their strategies in contract unbundling, outreach, and training. WisDOT Deputy Secretary Ruben Anthony, Jr. pointed out a few key strategies on the DBE handouts to review with the Committee. He also stated that WisDOT is working to create additional TrANS classes that start earlier; and that the Driver License Recovery program is very successful in helping people get on the road to access jobs.
- An exercise to illustrate possible scenarios regarding the WisDOT bidding process and contract rewards. Michele Carter Rutledge stated that WisDOT plans to involve local communities in the bidding process.
- An exercise to illustrate the labor selection process for construction of Mega Projects.

5.2 Agency Coordination

The Notice of Intent to Prepare an Environmental Assessment appeared in the *Federal Register* on February 21, 2008. After the decision to prepare an EIS for the Zoo Interchange Corridor Study, a Notice of Intent to Prepare a Draft EIS appeared in the *Federal Register* on May 19, 2008.

Coordination with state and federal review agencies and Native American tribes began in January 2008 and continued through development and refinement of alternatives and preparation of the Draft EIS. **Table 5-13** summarizes key agency coordination activities. Appendix D contains all agency correspondence cited in this section.

Congress passed the SAFETEA-LU in August 2005. SAFETEA-LU includes several measures that require early coordination with a broad range of local, state, tribal, and federal agencies. SAFETEA-LU created a new category of agencies to participate in the environmental review process for EISs. Federal and non-federal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise, and/or statewide interest are referred to as participating agencies in SAFETEA-LU. Participating agencies are formally invited to participate in the environmental review of a project.

WisDOT and FHWA followed SAFETEA-LU 6002 agency coordination requirements:

- WisDOT sent an Environmental Review Project Initiation letter to FHWA on June 11, 2007.
- WisDOT and FHWA sent an Agency Scoping Meeting invitation on January 24, 2008, inviting federal, tribal, state, and local agencies to participate. Federal agencies must decline in writing to FHWA. The National Park Service and the U.S. Fish and Wildlife Service declined to be participating agencies (Appendix D, pages D-1 and D-13). State, tribal, and local agencies are required to accept in writing. The Natural Resource Conservation Service did not decline its invitation to be a participating agency but has not participated in the study. No tribal agencies accepted the invitation to be a participating agency.
- The following local, state, and federal agencies attended the February 2008 agency scoping meeting and accepted WisDOT and FHWA's invitation to be participating agencies:
 - Wisconsin DNR (DNR and WisDOT also have an existing cooperative agreement to coordinate on highway projects)

- The Corps
 - U.S. EPA
 - City of Milwaukee
 - City of Wauwatosa
 - City of West Allis
- The Corps accepted FHWA’s invitation to be a Cooperating Agency on May 19, 2008 (Appendix D, pages D-2 and D-3).
 - WisDOT and FHWA developed Impact Assessment Methodologies for each of the impact categories. The impact categories are Socioeconomic, Commercial and Residential, Environmental Justice, Indirect and Cumulative Effects, Agricultural, Air Quality, Noise, Wetlands, Water Resource and Floodplain, Upland Habitat/Wildlife, Threatened and Endangered Species, Public Use Lands, Cultural Resource, Hazardous Materials, Aesthetic, and Construction. These were shared with the public at the May 2008 public information meetings and were mailed to agencies for comment in May 2008.
 - A coordination plan was developed and shared with the coordinating and participating agencies in May 2008 and redistributed with revisions in August 2008. The Agency Coordination Plan and the Impact Analysis Methodologies documents were shown at the May 2008 public information meetings.
 - Agency review of the project’s purpose and need statement took place in summer 2008. WisDOT and FHWA provided the project’s purpose and need statement (Section 1) to the participating agencies and the Corps. All agencies either concurred with the purpose and need for the project or deemed it “sufficient for subsequent development of the EIS”. Based on the feedback from the agencies, WisDOT and FHWA did not convene a meeting to discuss the purpose and need statement (Appendix D, pages D-2, D-9, D-27, D-44, and D-49).
 - Agency review and comment on the range of alternatives considered took place in fall 2008 (Appendix D, pages D-4, D-11, D-29, and D-51). WisDOT and FHWA provided the Alternatives Considered (Section 2) to the participating agencies and the Corps in September 2008. At the October and November TAC meetings, the attendees provided input on the range of alternatives considered; discussed the alternatives dropped from consideration; and discussed the merits of the remaining alternatives. All participating agencies, except the Corps and U.S. EPA, attended these meetings.

In addition to SAFETEA-LU agency coordination activities, WisDOT and FHWA engaged a wide range of local, state, and federal agencies in this study, which are discussed in detail in the following sections:

- Federal agency and tribal coordination
- State agency coordination
- Local government coordination

5.2.1 Federal Agency and Tribal Coordination

U.S. EPA and the Corps commented on the agency coordination plan, impact analysis methodology document, purpose and need, and alternatives considered. U.S. EPA had no comments on the agency coordination plan and the purpose and need. They commented on

the impact assessment methodology document for wetland resources, specifically Advanced Identification (ADID) wetlands. No ADID wetlands would be affected in the Zoo Interchange project area. U.S. EPA's October 2008 (**Appendix D, page D-11**) letter noted that the range of alternatives considered is appropriate and requested impact summary information for the alternatives, which was provided to them at the November 2008 FHWA interagency meeting.

The Corps comments included the following:

- Asked that special attention be given to the ADID wetlands in the project area.
- Requested formal status as a Cooperating Agency.
- Asked whether merged NEPA/Section 404 coordination would be used.
- Asked to have the Corps' contact information updated.
- Asked whether the US 41/45 interstate conversion study should be incorporated into the purpose and need for the project.
- Commented that the purpose and need for the Zoo Interchange is sufficient.

No ADID wetlands would be affected in the Zoo Interchange project area; therefore, the Corps no longer felt the merged NEPA/Section 404 process was necessary. The Corps' contact information has been updated, and WisDOT responded to the Corps that the US 41/45 interstate conversion study is not part of the Zoo Interchange's purpose and need and therefore will not be included in this study.

The Corps' October 27, 2008, letter (see Appendix D page D-4) raised several issues regarding the range of alternatives considered and the purpose and need statement. They had believed the alternatives were pre-determined, but later in a November 25, 2008, e-mail (see Appendix D, page D-8) to WisDOT stated that their concerns were adequately addressed.

In fall 2008, U.S. EPA and the Corps attended an FHWA-sponsored interagency meeting where the Zoo Interchange Corridor Study modernization alternatives were presented, as well as preliminary information on the impacts of the alternatives.

WisDOT and FHWA sent a project update to U.S. EPA and the Corps in May 2009, including an updated schedule.

WisDOT sent letters describing the Zoo Interchange Corridor Study to nine tribes that have requested notification about WisDOT projects in southeast Wisconsin. No tribal agencies accepted the invitation to be participating agencies. WisDOT also notified the Great Lakes Intertribal Council and the Bureau of Indian Affairs Midwest Regional Office.

One tribe responded, stating they are unaware of any historical cultural resources in the area, and requested to be notified if any cultural resources are discovered (see Appendix D, page D-17).

5.2.2 State Agency Coordination

Wisconsin Department of Natural Resources

WisDOT and DNR use the November 2002 Cooperative Agreement for agency coordination. In March 2007, DNR provided initial project scoping comments for the Zoo Interchange data collection study (see Appendix D, page D-18). DNR provided data on threatened and endangered species in the study area in May 2007 with revisions in August 2007 (see Appendix D, page D-21). DNR attended the agency scoping meeting in February 2008. As part of SAFETEA-LU, DNR accepted the invitation to be a participating agency in April 2008 (see Appendix D, page D-26). WisDOT meets with DNR every two weeks to discuss the Zoo Interchange Corridor Study. WisDOT met with DNR staff to discuss the presence of, and potential impacts to, threatened and endangered species in January 2009. At the meeting it was agreed that mitigation, in the form of fencing around construction areas, will be needed at one location to protect the Butlers garter snake. Fencing to protect the Blanding's turtle may be required at one or more locations.

DNR concurred with the purpose of and need for the project in August 2008 (see Appendix D, page D-27). DNR commented on the range of alternatives considered in November 2008 and requested a description of the improved traffic operations for the 6-lane modernization alternative (see Section 2.2.4) and whether HOV/HOT lanes could be included in the study area (see Section 2.3.2 and Appendix D, page D-29).

WisDOT and FHWA sent a project update to DNR in May 2009, including an updated schedule.

Wisconsin State Historic Preservation Office (SHPO)

WisDOT informed SHPO of the Zoo Interchange Corridor Study in January 2008. SHPO did not respond to the invitation to be a participating agency. In April 2008, WisDOT submitted the Architecture/History survey report to SHPO, including four Determinations of Eligibility. In August 2008, WisDOT submitted an addendum to the Architecture/History survey report to notify SHPO of changes to the project limits. In August 2008, SHPO concurred with the recommendations in the Determinations of Eligibility, and the assessment that the extended project limits do not affect any properties eligible for the NRHP (see Appendix D, page D-32).

The potential adverse effect to the Union Pacific truss bridge on the west leg prompted WisDOT and FHWA to prepare Documentation for Consultation and a draft Memorandum of Agreement that contains several stipulations that WisDOT and FHWA would implement if the truss bridge were removed or permanently taken out of service. The Memorandum of Agreement will be signed before the final environmental document is approved.

5.2.3 Local Government Coordination

WisDOT has met with local governments in the study area several times during the study. A key venue for local government coordination is the TAC, which consists of planning and engineering staff. WisDOT invited local governments in the corridor to attend TAC meetings to receive updates on study progress and the alternatives under consideration. WisDOT also solicited input from local officials at these meetings. Four TAC meetings were held during the study:

- **May 2008.** WisDOT described the role of the committee, SAFETEA-LU elements, the project schedule, key project elements, and the range of alternatives considered.
- **June 2008.** WisDOT described the role of the committee, an overview of the PIMs, additional public outreach efforts, the project schedule, alternatives considered, and status and schedule of the EIS.
- **October 2008.** WisDOT described the alternatives in detail and showed the exhibits that would be presented at the October 2008 PIM the following week.
- **November 2008.** WisDOT described the public input received from the October 2008 PIM. WisDOT solicited input from TAC members regarding which alternatives were preferred, and presented the remaining study, design, and construction schedule.
- **May 2009 (planned).** A meeting is scheduled for late May to update the local governments on alternatives, impacts, and upcoming study schedule.

In addition to TAC, WisDOT met with elected officials and staff from each county, municipality, and town in the study area on several occasions. Key issues raised by local governments are discussed in the following sections (see Table 5-9).

City of Milwaukee

The City of Milwaukee had concerns over residential relocations and the effects on the tax base in the City of Milwaukee on the east leg of the study area, and impacts to the HAST and providing alternative routes to the trail during construction. WisDOT compared impacts of the 6-lane and 8-lane alternatives to show the impacts directly related to highway capacity expansion. The City of Milwaukee requested that the need for capacity expansion be verified, assuming the transit recommendations in the Regional Transportation Plan are implemented and with variable gasoline prices (Appendix D, page D-44).

Milwaukee County

Milwaukee County has several properties in the Zoo Interchange study area. WisDOT and Milwaukee County have discussed the impacts to the following properties: Milwaukee County Grounds, Department of Public Works service buildings and greenhouses, Behavioral Health Complex, Milwaukee County Zoo, Wil-O-Way Special Education Center, Underwood Creek Parkway, and Honey Creek Parkway. WisDOT and Milwaukee County will continue to coordinate and will work out mitigation for impacts to Milwaukee County properties.

WisDOT met individually with county agencies that have jurisdiction over county facilities potentially affected by the proposed action. On November 20, 2008, WisDOT met with all potentially affected county agencies and the County Executive's chief of staff. Each county agency summarized the potential impact to their facilities. The consensus at the meeting was that while several county facilities may be affected, there are potential mitigation measures and none of the county agency representatives indicated opposition to the project (see Sections 3.8, 3.25, and 3.26).

On March 11, 2009, WisDOT received a letter from the Milwaukee County Office for Persons with Disabilities regarding the Wil-O-Way Special Education Center expressing concern about US 45 moving closer to Wil-O-Way and the potential for an increased noise level at

the site (Appendix D, page D-36). On May 7, 2009, WisDOT received a letter from Milwaukee County Department of Parks, Recreation, and Culture (dated April 9, 2009) stating that with appropriate compensation for the acquired real estate, site restoration, and replacement of vegetative screening at Chippewa Park and Underwood Creek Parkway, the Zoo Interchange reconstruction would not have an adverse effect on these parks. The Parks Department concurs with the concept of placing the stormwater retention/detention ponds in Honey Creek Parkway and Underwood Creek Parkway, providing that WisDOT complies with the list of conditions as mentioned in the letter (see Appendix D, page D-69). This concurrence on parks impacts and potential stormwater ponds is pending future County Board input and any pending design-related issues that may be identified in the project's design phase. On April 16, 2009, the Milwaukee County Department of Transportation and Public Works sent a letter to WisDOT in regards to potential impacts to the Eschweiler Buildings and the Milwaukee County Parks Administration Building. The letter noted that with "equitable compensation paid for the ROW acquisitions", Milwaukee County did not think there was an adverse effect on the Eschweiler Buildings and Parks Administration Building. The county did note that the reduction of open space in front of the Parks Administration Building could impact the aesthetic nature of the building (Appendix D, page D-38).

City of Wauwatosa

The City of Wauwatosa's May 30, 2008, letter (see Appendix D, page D-55) noted concerns over stormwater impacts (see Section 3.11), the floodplain for the Underwood Creek (see Section 3.13), and addressing alternate modes of transportation (see Section 2.1) in the Zoo Interchange study.

City of West Allis

The City of West Allis' November 20, 2008, letter (see Appendix D, page D-51) noted concerns over stormwater impacts (see Section 3.11) from the Zoo Interchange reconstruction, traffic on 84th and 76th Streets during the Wisconsin State Fair, and added traffic on 76th Street under Modernization Alternative E1 (see Section 3.3), the West Allis bike trail (see Section 3.26), noise issues (see Section 3.19) and that they would like to have freeway access to Greenfield Avenue from all directions (see Section 2.2.4).

5.2.4 Utility and Railroad Coordination

Milwaukee Metropolitan Sewerage District

MMSD is responsible for flood control in its service area, which includes the entire study area. MMSD expressed concern that increased runoff from the study-area freeway system would increase the risk of downstream flooding (Appendix D, page D-61). MMSD asserts that WisDOT is subject to its Chapter 13 stormwater regulations that limit the amount of peak flow runoff from a property. WisDOT maintains that, as a state agency, it is not subject to local regulations. Nonetheless, WisDOT is committed to addressing the basis of MMSD's concerns (Appendix D, page D-65). WisDOT and MMSD have met on several occasions to discuss the issue—both agencies have explained the regulatory framework under which they operate and how each agency addresses stormwater quantity and quality. MMSD regularly participates in the TAC. Both agencies are working together to address stormwater runoff from the Zoo Interchange study area (see Section 3.11).

American Transmission Company and We Energies

The study team met with American Transmission Company and We Energies on several occasions. American Transmission Company, and part-owner We Energies, own the electrical power distribution and transmission lines in the study area. As noted in Section 3.4, Utilities, several electrical transmission and distribution lines will need to be moved to accommodate the modernization alternatives.

Union Pacific Railroad and Canadian Pacific Railway

The study team met with Union Pacific Railroad on several occasions to discuss potential impacts to railroad property. Union Pacific Railroad bridges over I-94, US 45 and possibly North Avenue would have to be reconstructed to accommodate the modernization alternatives (see Section 3.3).

On March 26, 2009, WisDOT sent a letter to the Union Pacific Railroad asking if it had any objections, for historic reasons, to the potential removal of the triple intersection Warren through truss bridge located south of I-94 (Appendix D, page D-66). The Union Pacific Railroad responded that it had no objection to the removal of the bridge (Appendix D, page D-68)

5.2.5 Summary of Key Agency Coordination Activities

SAFETEA-LU includes several measures that require early coordination with a broad range of local, state, tribal, and federal agencies. Coordination with these review agencies and Native American tribes began in January 2008 and continued through development and refinement of alternatives and preparation of the Draft EIS. **Table 5-13** summarizes key agency coordination activities.

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
Federal Agencies	
United States Army Corps of Engineers (Corps)	January 2008—WisDOT letter to the Corps informing them of the study and the agency scoping meeting
	February 2008—Participated in agency scoping meeting
	May 2008— Letter from the Corps with comments on project purpose and need, the agency coordination plan and the impact analysis methodology. The Corps also requested to be a cooperating agency in the letter. (Appendix D, page D-2)
	October 2008—Invite from WisDOT to the Technical Advisory Committee Meeting #3
	October 2008—Letter from Corps with comments on the range of alternatives considered (Appendix D, page D-4)
	November 2008—Letter from WisDOT to the Corps responding to comments on the range of alternatives (Appendix D, page D-6)
	November 2008 – E-mail from Corps to WisDOT clarifying point 5 of the WisDOT letter (Appendix D, page D-8)
	April 2009—Update provided via e-mail by WisDOT and FHWA

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
United States Environmental Protection Agency (U.S. EPA)	<p>January 2008—WisDOT letter to U.S. EPA informing them of the study and the agency scoping meeting</p> <p>February 2008—Participated in agency scoping meeting</p> <p>June 2008—Letter from U.S. EPA concurring with project's purpose and need, the coordination plan, and the impact analysis methodology with comments on the Impact Analysis Methodology (Appendix D, page D-9)</p> <p>October 2008—Invite from WisDOT to the Technical Advisory Committee Meeting #3</p> <p>October 2008—Letter from U.S. EPA with concurrence the range of alternatives considered (Appendix D, page D-11)</p> <p>April 2009—Update provided via e-mail by WisDOT and FHWA</p>
United States Fish and Wildlife Service (FWS)	<p>January 2008—WisDOT letter to the FWS informing them of the study and the agency scoping meeting</p> <p>February 2008—Letter from FWS declining to be a participating agency (Appendix D, page D-13)</p> <p>March 2008—E-mail from WisDOT requesting information on federally listed threatened and endangered resources in the project area</p> <p>March 2008—Letter from FWS stating that there are no federally listed threatened and endangered species data within the study limits (Appendix D, page D-14)</p>
U.S. Department of the Interior—National Park Service	<p>January 2008—WisDOT letter to the National Park Service informing them of the study and the agency scoping meeting</p> <p>April 2008—Postcard from National Park Service declining to be a participating agency (Appendix D, page D-1)</p>
U.S. Department of Agriculture—Natural Resource Conservation Service (NRCS)	<p>January 2008—WisDOT letter to the NRCS informing them of the study and the agency scoping meeting</p>
Advisory Counsel on Historic Preservation	<p>January 2009 – FHWA sent Documentation for Consultation to Advisory Council on Historic Preservation.</p> <p>March 2009 – Advisory Council on Historic Preservation sent letter to FHWA stating they do not need to be involved in Section 106 process (Appendix D, page D-16)</p>
Native American Tribes	
<p>Bad River Band of Lake Superior Chippewa Indians of Wisconsin, Forest County Potawatomi Community of Wisconsin, Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin, Sokaogon Chippewa Community Mole Lake Band, Prairie Band Potawatomi Nation, Menominee Indian Tribe of Wisconsin, Sac and Fox Nation of Missouri, Sac and Fox Nation of Oklahoma, Sac and Fox of the Mississippi in Iowa, Great Lakes Intertribal Council</p>	<p>February 2008—Letter from WisDOT to tribes informing them of the study and asking for comments on the study or information on cultural resources in the Zoo Interchange study area</p> <p>February 2006—Letter from Prairie Band Potawatomi Nation stating they are unaware of any historical cultural resources in the area and requesting to be notified if any cultural resources are discovered (Appendix D, page D-17)</p>

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
State Agencies	
Wisconsin Department of Natural Resources (DNR)	<p>March 7, 2007—Letter from DNR with preliminary scoping comments and recommendations (Appendix D, page D-18)</p> <p>May 18, 2007 (revised August 8, 2007)—Letter from DNR with data on records of threatened and endangered species in the corridor (Appendix D, page D-21)</p> <p>January 2008—WisDOT letter to DNR informing them of the study and the agency scoping meeting</p> <p>February 4, 2008—Participated in agency scoping meeting</p> <p>February 27, 2008—WisDOT meeting to review project information and discuss HAST</p> <p>April 3, 2008—E-mail from DNR accepting the invitation to be a participating agency. (Appendix D, page D-26)</p> <p>May 5, 2008—WisDOT meeting to discuss the planned Forestry Education Center</p> <p>May 6, 2008—Participated in the Technical Advisory Committee #1</p> <p>June 25, 2008—Participated in the Technical Advisory Committee #2</p> <p>August 6, 2008—Letter from DNR with concurrence on project purpose and need, and comments on the agency coordination plan (Appendix D, page D-27)</p> <p>August 27, 2008—WisDOT meeting to discuss HAST</p> <p>October 14, 2008—Participated in the Technical Advisory Committee #3</p> <p>November 19, 2008—DNR comments on the range of alternatives considered (Appendix D, page D-29)</p> <p>November 20, 2008—Participated in the Technical Advisory Committee #4</p> <p>Beginning in January 2008, WisDOT and WDNR staff meet bi-weekly to discuss the Zoo Interchange Corridor Study</p> <p>January 2008—WisDOT letter to SHPO informing them of the study and the agency scoping meeting</p> <p>April 2008—WisDOT submitted Architecture/History survey report to SHPO (Appendix D, page D-30)</p> <p>April 2008—WisDOT submitted documentation to SHPO to document compliance with Section 106</p> <p>August 2008—Addendum to Architecture/History survey report sent to SHPO to notify them of the project limit change (Appendix D, page D-32)</p>
Wisconsin State Historical Preservation Office (SHPO)	
Local Agencies	
Milwaukee County Historical Society, Wauwatosa Historical Society, West Allis Historical Society, City of Milwaukee Historic Preservation Commission	<p>Also see Tables 5-9, 5-10, and 5-11</p> <p>September 2008—Calls made to the following historical societies: Milwaukee County Historical Society, City of Milwaukee Historic Preservation Commission, Wauwatosa Historical Society and West Allis Historical Society asking for membership addresses to mail Zoo Interchange information</p> <p>September 2008—Cultural Resources Update Letter mailed to the Milwaukee County Historical Society's membership informing them of the study and asking for input</p> <p>October 2008—Copies of the Cultural Resources Update Letter and History of Highways brochures mailed to the Wauwatosa Historical Society for dissemination to their membership at their meeting on November 11, 2008</p>
City of Milwaukee	January 2008—WisDOT letter to the City of Milwaukee informing them of the

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
City of Wauwatosa	<p>study and the agency scoping meeting</p> <p>February 2008—Participated in agency scoping meeting</p> <p>March 2008—E-mail from the City of Milwaukee accepting the invitation to be a participating agency (Appendix D, page D-40)</p> <p>March 2008—WisDOT meeting with City Developers regarding the Indirect & Cumulative Effects Analysis</p> <p>April 2008 – Letter from City of Milwaukee advocating the need to study a rapid transit alternative (Appendix D, page D-41)</p> <p>May 2008—Participated in the Technical Advisory Committee #1</p> <p>June 2008—Participated in the Technical Advisory Committee #2</p> <p>June 2008—WisDOT meeting with Port to review project information</p> <p>July 2008—Letter from the City of Milwaukee with comments on the project's purpose and need and the impact analysis methodology, and no comments on the agency coordination plan (Appendix D, page D-44)</p> <p>July 2008—WisDOT meeting with Department of Public Works to discuss study alternatives</p> <p>August 2008—WisDOT met with the City of Milwaukee to discuss alternatives analysis</p> <p>October 2008—Participated in the Technical Advisory Committee #3</p> <p>November 2008—Participated in the Technical Advisory Committee #4</p>
	<p>January 2008—WisDOT letter to the city of Wauwatosa informing them of the study and the agency scoping meeting</p>
	<p>March 2008—WisDOT met with the City of Wauwatosa to discuss participating agency status and the city agreed to be a participating agency</p>
	<p>April 2008—WisDOT meeting with the Community Development group regarding the Indirect & Cumulative Effects Analysis</p>
	<p>May 2008—Participated in the Technical Advisory Committee #1</p>
	<p>May 2008—Letter from the City of Wauwatosa on the impact analysis methodology, with no comments on the agency coordination plan and no comments on the purpose and need (Appendix D, page D-55)</p>
	<p>June 2008—Participated in the Technical Advisory Committee #2</p>
	<p>July 2008—WisDOT meeting with the Community Development group to discuss alternatives</p>
	<p>October 2008—Participated in the Technical Advisory Committee #3</p>
	<p>November 2008—Participated in the Technical Advisory Committee #4</p>
City of Brookfield	<p>March 2008—WisDOT meeting with the City Development group regarding the Indirect & Cumulative Effects Analysis</p>
	<p>May 2008—Participated in the Technical Advisory Committee #1</p>
	<p>June 2008—Participated in the Technical Advisory Committee #2</p>
	<p>October 2008—Participated in the Technical Advisory Committee #3</p>
	<p>November 2008—Participated in the Technical Advisory Committee #4</p>

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
City of Menomonee Falls	<p>May 2008—Participated in the Technical Advisory Committee #1</p> <p>June 2008—Participated in the Technical Advisory Committee #2</p> <p>October 2008—Participated in the Technical Advisory Committee #3</p>
City of West Allis	<p>January 2008—WisDOT letter to the City of West Allis informing them of the study and the agency scoping meeting</p> <p>February 2008—Participated in agency scoping meeting</p> <p>February 2008—E-mail from the City of West Allis accepting the invitation to be a participating agency (Appendix D, page D-46)</p> <p>March 2008—WisDOT meeting with the City Planning Department relating to the Indirect & Cumulative Effects Analysis</p> <p>May 2008—E-mail from the City of West Allis with comments the Impact analysis methodology and on the agency coordination plan, and no comments on the project's purpose and need (Appendix D, page D-48)</p> <p>May 2008—Participated in the Technical Advisory Committee #1</p> <p>June 2008—WisDOT responded to the City of West Allis' e-mail regarding the impact analysis methodology and on the agency coordination plan (Appendix D, page D-49)</p> <p>June 2008—Participated in the Technical Advisory Committee #2</p> <p>October 2008—Participated in the Technical Advisory Committee #3</p> <p>November 2008—Participated in the Technical Advisory Committee #4</p> <p>November 2008 – Letter from City of West Allis providing comments on the draft alternatives section of the DEIS focusing on 76th Street, S. 84th Street, west Greenfield Avenue off-ramp, storm water quality, Cross Town Connector, noise analysis and local traffic impact (Appendix D, page D-51).</p> <p>December 2008—WisDOT meeting with the Planning Commission to discuss the project and review alternatives</p>
Milwaukee County	<p>January 2008—WisDOT letter to Milwaukee County informing them of the study and the agency scoping meeting</p> <p>January 2008—WisDOT meeting regarding impacts to the Zoofari Conference Center and maintenance facilities, access issues</p> <p>February 2008—WisDOT meeting with Public Works regarding Watertown Plank Road, local roads, capacity expansion, County facilities and local development plans</p> <p>March 2008—WisDOT meeting with the Economic Development Department regarding Indirect and Cumulative Effects Analysis</p> <p>April 2008—Invitation to the Technical Advisory Committee meeting #1</p> <p>May 2008—WisDOT meeting with the County Zoo to discuss potential impacts to parking, conference and maintenance facilities</p> <p>June 2008—County Parks staff attended the Technical Advisory Committee meeting #2</p> <p>June 2008—WisDOT meeting with the Transit System to introduce study and alternatives</p> <p>July 2008—WisDOT meeting with the County Zoo to follow-up on impact mitigation options</p>

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
	October 2008—County Parks staff attended the Technical Advisory Committee meeting #3
	October 2008—WisDOT meeting with the County Zoo to review project information
	October 2008—WisDOT meeting with the Department of Public Works to review study alternatives
	October 2008—WisDOT meeting with the Transit System to review study information
	November 2008—WisDOT meeting with the Transit System to review study information
	November 2008—Invitation to the Technical Advisory Committee meeting #4
	November 2008—WisDOT met with county parks department to discuss Zoo Interchange alternatives
	November 2008—WisDOT meeting with several county departments regarding Zoo Interchange alternatives
	December 2008—WisDOT meeting with the County Board regarding potential impacts on county-owned facilities
	January 2009—WisDOT meeting with County Parks to discuss impacts to historical properties and parkways
	January 2009—WisDOT meeting with County Economic Development regarding Eschweiler and County Parks buildings
	February 2009—WisDOT meeting with Public Works and Transportation regarding Watertown Plank Road and utility relocation
	February 2009—WisDOT meeting with County Zoo regarding American Transmission Company's tower relocation options
	March 2009—WisDOT meeting with Public Works and Transportation regarding north leg alternatives and impacts to County facilities
	March 2009—WisDOT meeting with Economic & Community Development Committee regarding north leg alternatives and impacts to County facilities
	March 2009—WisDOT meeting with County Parks and Energy & Environment Committee regarding impacts to County Parks and County Zoo
	March 2009—WisDOT meeting with Department of Delinquency & Court Services regarding impacts to the Child and Adolescent Treatment Center buildings
	March 2009—Field review of County Zoo facilities
	March 2009 – Letter from Office for Persons with Disabilities to WisDOT discussing Wil-O-Way potential impacts (Appendix D, page D-36)
	April 2009 – Letter from Milwaukee County Department of Parks, Recreation, and Culture regarding impact to Chippewa Park, Underwood Parkway, and stormwater retention/detention pond issues (Appendix, page D-69)
	April 2009 – Letter from Transportation and Public Works to WisDOT discussing Eschweiler Buildings and Parks Administration Building potential impacts (Appendix D, page D-38)

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
Milwaukee Metropolitan Sewerage District (MMSD)	<p>December 2007—MMSD letter to WisDOT outlining concerns over increased stormwater runoff from the study-area freeway system</p> <p>March 2008 —WisDOT-MMSD meeting to discuss stormwater quality issues</p> <p>April 2008 – Letter from MMSD regarding Chapter 13 expressing concern that increased runoff from the study-area freeway system would increase the risk of downstream flooding (Appendix D, D-61)</p> <p>May 2008 – Letter from WisDOT to MMSD maintaining that, as a state agency, it is not subject to local regulations. Nonetheless, WisDOT is committed to addressing the basis of MMSD's concerns (Appendix D, D-65)</p> <p>May 2008—Participated in the Technical Advisory Committee #1</p> <p>June 2008—Participated in the Technical Advisory Committee #2</p> <p>August 2008—WisDOT-MMSD meeting to discuss potential impacts and utility upgrades</p> <p>August 2008—WisDOT-MMSD meeting to discuss storm water management</p> <p>September 2008—WisDOT-MMSD meeting to present each agencies regulatory framework regarding stormwater management</p> <p>October 2008—Participated in the Technical Advisory Committee #3</p> <p>October 2008—WisDOT-MMSD meeting to begin discussing potential stormwater mitigation options</p> <p>November 2008—Participated in the Technical Advisory Committee #4</p> <p>December 2008—WisDOT-MMSD meeting to discuss stormwater management options</p> <p>February 2009—WisDOT meeting to discuss Swan Boulevard and bridge carrying Bluemound Road over Underwood Creek</p>
American Transmission Company	<p>March 2008</p> <p>May 2008—Joint meeting</p> <p>September 2008</p> <p>January 2009—Weekly joint meetings</p> <p>February 2009—Weekly joint meetings</p>
We Energies	<p>March 2008</p> <p>May 2008—Joint meeting</p> <p>January 2009—Weekly joint meetings</p> <p>February 2009—Weekly joint meetings</p>
Union Pacific Railroad	<p>September 2007—Zoo Interchange kickoff meeting between WisDOT and Union Pacific</p> <p>January 2008—Operations Meeting</p> <p>August 2008—Conceptual Plan/Review Discussion (conference call)</p> <p>September 2008—Operations meeting October 2008—WisDOT submitted conceptual track re-alignment plans to Union Pacific</p> <p>November 2008—meeting with Union Pacific to discuss conceptual track re-alignment plans</p>

TABLE 5-13
Agency Coordination Summary

Agency	Coordination Activities and Letters Received
	December 2008—Union Pacific concurs with conceptual track re-location plans
	March 2009—WisDOT letter to Union Pacific responds to questions on conceptual track re-alignment
	March 2009—WisDOT letter, including copy of Determination of Eligibility, requesting Union Pacific input on elements of the bridge that make it historic (Appendix D, D-66)
	April 2009—E-mail from Union Pacific indicating no concerns about the potential removal of the bridge, and no concerns about WisDOT's proposed handling of the bridge's historic preservation (Appendix D, D-68)